Harper's Monthly.

An elegantly illustrated article on "Silver and Silver-plate" contains the following inte-

resting paragraphs:-Silver is an admirable product of nature. In London once a grain of silver was beaten out so thin that it covered ninety-eight square inches. This experiment proved that silver is more malleable than gold, for a grain of gold has never been spread over more than seventy-five square inches. If eleven hundred of those films of silver had been laid one upon another, they would have formed a sheet about as thick as the paper upon which these words are printed. If it had been required to form a pile of them one inch high, about three hundred and twenty thousand leaves would have been necessary. Now three hundred and twenty thousand sheets of good thick printing-paper would make a stack as high as an ordinary church steeple. If we desired to make a pile of those thinnest leaves of silver as high as that we should require four or five hundred millions of them. It was the opinion of those who conducted this experiment, that even these inconceivably thin silvery films could be beaten out still thinner if more delicate means could be devised for doing the work, for when the implements employed could effect nothing further the malleability of the metal did not seem to be near exhausted. Tested in another way, silver shows the fineness of its temper, and a slight superiority over gold. When mechanics desire to ascertain the tensile strength of a material, they get a slow, steady pull upon a bar of it one inch square, and note how many pounds that bar will bear before being pulled apart. There is a beautiful machine for the purpose, which consists of a series of levers so arranged that half a pound placed upon the first lever pulls five thousand pounds upon the bar to be tested. It has been found that an inch bar of east lead breaks at 860 pounds, while the same thickness of oak wood will sustain before breaking 17,300 pounds, and locust 20,000 pounds. An inch bar of cast gold will sustain twenty-two thousand pounds, but a similar bar of east silver will not break until it has been subjected to a strain of forty one thousand five hundred pounds. Thus silver is not greatly inferior in strength to the best cast iron, an inch bar of which sustains 59,000 pounds. The best wrought iron, however, will support a weight of eighty-four thousand pounds; and steel has been made of such astonishing tenacity that an inch bar of it has lifted one hundred and fifty thousand pounds before breaking. It is a curious thing, however, that a mixture of two metals is stronger than either of its ingredients; and here gold has a slight advantage over silver. An inch bar composed of five ounces of silver and one ounce of copper breaks at forty-eight thousand five hundred pounds; but one made of the same proportious of gold and copper will hold until a fifty thousand pound pull is brought to bear upon it. Of the eight metals now ranked as precious, namely, gold, silver, platinum, iridium, rhodium, palladium, ruthenium and osmium, each possesses some quality or qualities which renders it uniquely valuable for some purposes; but silver is the one which unites in itself the greatest number of useful properties with very great beauty.

carried about the streets in common, open carts, precisely such as are used in carrying ordinary merchandise. For twenty-two years past one carman. John C. Barkley, best known in the street as "Honest John," whose three carts stand at the busy corner of Wall and Broad streets, has done the carting for the bullion dealers and bankers of the city, any of whom would trust him in their vaults with treasure uncounted. Tall, robust, and ruddy, Honest John has in his countenance precisely the expression which we should expect to see in the face of one who for so many years has borne so honorable a name. He began in the street twenty-seven years ago, and, after his fifth year, he became the established carman of the coin and bullion men. It is his carts that go to the California steamers and convey their kegs of gold to the vaults to which they are consigned. His carts assist to restore the financial balance between the two continents by conveying gold to and from the Cunard steamers in Jersey City. He had occasionally carried for short distances, down hill, a million dollars in gold, which weighs two tons; but his opinion is that seven hundred thousand dollars is about as much as a humane man will ever permit his horse to draw over these rough pavements for any considerable distance. On a busy day he will have as many as twenty loads of precious metals. A load of gold, when it goes across the town, is usually accompanied by a clerk of the house to which it belongs; but it often happens that honest John is quite alone when he has as much gold on his cart as a horse can draw. For such service he gets higher compensation than when he carries an office-desk or a load of printing-paper; and, indeed, he has the air of a man who could show a little gold and silver of his own if there were oceasion.

All the bullion and coin of Wall street is

In the "Last Years of Kosciuscko" we find the following description of the closing hours of the great Polish hero:-

Filled with forebodings of his approaching end, he also took that step which excited the admiration of all Europe, and by which he once more manifested the humane and enlightened spirit which animated him-he freed all his serfs on his estate of Siechnowice. The memorable instrument, which was signed on the 2d of April, 1817, declared serfs belonging to the above-named estate to be free citizens and proprietors of the soil which they had hitherto cultivated, and provided, also, that they should henceforth not pay any more taxes in money, kind, or labor to the lords of the manor. At the same time he bequeathed this estate to his niece, Catherine Estkowa and her children.

In the fall of the same year a malgnant epidemic of a typhoid character, probably brought on by the preceding famine, broke out at Soleure. It was to become fatal to the old General too. On the first of October the first symptoms of the disease made their appearance. With the calmness peculiar to him he made at once his will. The larger portion of his considerable fortune he bequeathed to the Zeltuer family, and made, of course, the most liberal provision for his beloved Emily. The poor, the orphan asylum, and several other charitable institutions were remembered with his usual munificence; and he, moreover, handed a large sum in eash to his friend Amiet, a lawyer, for distribution among persons in straitened circumstances. He declared most emphatically that his funeral should be as simple as possible; but he wished that six poor men should carry his comin to the grave. After making these dispositions Kosciuszko, heaving a sigh of relief, laid down his pen and ex-claimed, "Now I am at ease again!" Although the symptoms of his disease seemed not to justify any serious apprehensions, and his intellect remained clear and unimpaired to the last, it was his firm conviction that he would He conversed calmly with his friend Zeltner, who scarcely left his bedside, on his past and on the future of Poland-a subject which engressed his attention to the last.

Solemn and deeply affecting was the moment when Koscinszko took leave of Zeltner and his family. All knelt down at the bedside of the beloved sufferer; he gave his blessing and addressed a word of love and consolation to each of them. Then, in accordance with the old custom, he caused his sword to be handed to him, gazed at it mournfully for a few moments, and laid it down by his side as if to intrust to it the custody of his ashes. On the 15th of October, toward nightfall, his strength was rapidly decreasing, and all felt that the end was close at hand. All at once he raised himself up with a last spas-modic effort, held out his hands to Mr. and Madame Zeltner, greeted his Emily with a sweet smile, and, heaving a gentle sigh, sank

back. He was dead. A post-mortem examination took place next day, and the remains were then embalmed. The body was covered all over with the traces of old wounds; several deep scars adorned his breast, and his skull was crossed with sabrestrokes. When the corpse was undressed the undertaker found on his breast a white handkerchief, which he had worn there ever since his youth, and of the meaning of which few persons were aware. It was the last lovepledge which Louisa Sosnowska, daughter of the Marshal of Lithuania, had given to him, and which he had worn on his heart for forty years past as a precious relic of his pure and only love. Forty years before, when the illustrious deceased had been but an obscure captain, he had wooed the young lady. But her haughty parents had scornfully rejected the poor young nobleman. An elopement was the consequence of this reply, and already the two lovers had escaped under color the night, and were close to the goal of their wishes when armed pursuers overtook them. Kosciuszko defended himself with lionhearted courage, but he was overpowered and sank, severely wounded, to the ground. When he awoke to consciousness all that he found of his beloved was a handkerchief which she had dropped, and which was stained with his blood. He picked it up; it was the same handkerchief which was found after his death. It was on account of this unhappy love affair that the young officer quitted the Polish service and devoted his sword to the deliverance of the American colonies. He never forgot Louisa Sosnowska, and always rejected the advice of his friends to marry another lady. Louisa, on her part, became, several years afterwards, the wife of a distinguished Pole, but she always remained devoted in true friendship to her beloved Thaddeus. From a clever article on "Woman's Work

and Wages," we take the fellowing:-There are now eight States of the Union in which the females are in excess of the males, to the number of 74,360, according to the latest census report (1860). Massachusetts alone has 36,970 more females than males: New York has an excess in the same direction of 11,032; while the little State of Connecticut has 7802 more females than males in her territory. But these figures represent the population of all ages from one year upward, and I find that the excess is confined entirely to middle-aged persons, and hence the above figures by no means represent the excess of women of the working age over the men of the same stage of life-say from 15 to 50 years of age. The males between the ages of 1 and 15 years, and between 50 and upward, largely predominate in each of the eight States; the excess on the part of the women is wholly confined to the ages of 15 to 50. Thus in the

38,783 more females than males between the ages of 15 and 50-three and a half times the whole excess in the State. Still greater and more startling is the excess of females of what is usually considered the marriageable age, 15 to 30 years, over the men of marriageable ages, 25 to 40. In New York there are 591,745 females aged from 15 to 30, against 458,908 males of from 25 to 40 showing an excess of 132,837 females. This proves conclusively that the marriageable young women of New York are in a bad way to get husbands; particularly so since it must also be borne in mind that there is a large number of men of marriageable age who will

State of New York, for instance, there are

never marry. The census reports, besides revealing that the excess of females is confined to those between 15 and 30, also show that this great excess is not to be found in the agricultural, but the manufacturing districts and the large cities. If we apply the calculation as above to the large cities of the Northeast the result will be astounding. It would seem to indicate that in the city of New York alone, where the excess of women over men of all ages and colors is 21,050, there are actually about two hundred thousand more females over 15 and under 30 years of age than there are males over 25 and under 40. And taking the several cities which are commercially and socially a part of the metropolis, including all Mauhattan Island, Brooklyn, Williamsburg, Jersey City, and Hoboken, the result shows that there are 300,000 more young women than men just in the prime of life, while there are really about 115,000 who caunot hope to obtain husbands of their own or any other age. Equally startling and painful facts, showing the same obstacles to marriage in England, have lately been published in the North British Review. It appears that the number of women who are obliged to remain single in England and Wales in consequence of the disproportion of the sexes is between three and four hundred thousand. The number of ladies who actually are single exceeds one million and a half, and of these twelve hundred and thirty thousand are in the bloom and prime of life.

I had occasion, some time since to visit several of the principal manu acturing establishments of New York city in search of statistics in regard to the numbers of women employed, and the average wages received by them. Of course, I could arrive at the former only approximately; there is no positive data as to numbers to be obtained, but the aggregate is much larger than is generally supposed; certainly, the facts which I obtained astonished Taking the statements of a number of manufacturers largely employing women as the basis for calculation, I arrived at the conclusion that about 100,000 women were employed in other than domestic labor, and supported themselves, but this is evidently erroneous. And yet more than one manufacturer insisted that at least 50,000 more should be added to this; but as I am convinced they meant to include the thousands of women who do needle-work and plain sewing in such moments as they can snatch from domestic duties at home, I have left them out of this estimate. And, indeed, it is highly probable that many of this class are included in the estimates on which are based the calculation which shows that there are 100,000 women employed as manufacturers, etc. This can hardly be, for the total female population between the ages of 15 and 50 of New York and Kings counties, N. Y., and Hudson county, N. J., which contain the cities of New York, Brooklyn, and Jersey City, is only 339,797. It is probable that not more than one-fourth of these support themselves by other than domeswerk. Of this number employers with whom I conversed thought there were 40,000 seamstresses-not needle-women who ply the needle as a magic wand, and produce the most delicate and costly fabrics, but plain sewers

engaged in making clothing, etc., at wholly unremunerative rates. This estimate doubtless included the many who make this labor a secondary consideration of their lives. But I have no doubt that a very large proportion of the working-women of the city and country indeed are engaged in this unremunerative field, while dozens of better paying manufac-tures are avoided. There are probably 18,000 or 20,000 seamstresses in New York and its adjacent cities who might be employed in fields where the demand is greater, the pay better, and the work lighter, less confining, and far healthier. By the last cen us of London, England, it ap-

pears there are 65,123 scamstresses and needle-women, of whom 43,928 are milliners and dress-The following table, showing the comparative average wages paid to women in various trades and professions, is believed to be very nearly

TABLE OF WOMEN'S WAGES. Book-folders...... \$8 per week. Book-sewers ... Bookbinders... Compositors Seamstresses..... Photograph Mounters..... Saleswomen Ballet Girls .....

In addition to these articles there is one, elegantly illustrated, entitled "Traveling in Siberia," and another illustrated article on "The Unwelcome Guests of Insects." The serial of "The Woman's Kingdom," by the author of "John Halifax," is continued.

#### SUMMER RESORTS.

COLUMBIA HOUSE, CAPE MAY. THE COLUMBIA HOUSE, At Cape Island, M. J.,

was opened on the 25th of June. Situated but a few rods from the beach, with three hundred good bathing-rooms standing directly at the surf, and with fine shade trees upon the lawn, this house must surpass any other at the Capes, as well for its outside attractions and conveniences as for its ex-

tensive and well regulated interior. The COLUMBIA has long been sustained by a substantial and select patronage from all parts of the country, and its appointments may be depended upon as strictly first-class. For rooms, etc., address

GEORGE J. BOLTON. Proprietor, CAPE ISLAND, N. J., BOLTON'S HOTEL, HARRISBURG, PA.

BELVIDERE AND DELAWARE RAILROAD

COMPANY.

#### "DELAWARE WATER GAP."

NOTICE -For the special accommodation of Passengers desirous of spending Sunday at the BELA-WARE WATER GAP, an additional line will leave the Water Gap every MONDAY MORNING at 6 o'clock, arriving in Philadelphia about 11 A. M. Lines leave Kensington Depot for Delaware Water Gap daily (Sundays excepted) at 7 A M and 3°30 P. M W. H. GAIZMER, Agent,

#### INITED STATES HOTEL ATLANTIC CITY, N. J.

Is now open for the reception of Guests. Music under the direction of Simon Hassler Persons wishing to engage rooms can do so by ap-plying to BROWN & WOELPPER, Proprietors,

ATLANT'C CITY or No. 827 RICHMOND Street.

FLAGS, BANNERS, ETC.

1868.

PRESIDENTIAL CONTEST

FLAGS, BANNERS, TRANSPARENCIES. AND LANTERNS,

Campaign Badges, Medals, and Pins,

OF BOTH CANDIDATES,

Ten different styles sent on receipt of One Dollar and Fifty Cents. Agents wanted everywhere.

Flags in Muslin, Bunting, and Silk, all sizes, whole sale and retail. Political Clubs fitted out with everything they m

CALL ON OR ADDRESS

## W. F. SCHEIBLE,

No. 49 SOUTH THIRD STREET,

SEWING MACHINES.

#### HEGREAT AMERICAN COMBINATION

BUTTON-HOLE OVERSEAMING

# SEWING MACHINE

Its wonderful Popularity Conclusive Proof of its Great Merit.

The increase in the demand for this valuable Machine has been TENFOLD during the last seven months of its first year before the public. This grand and surprising success is unprecedented in the history or Sewing Macuines, and we feel fully

warranted in claiming that IT HAS NO EQUAL,

Being absolutely the best

## FAMILY MACHINE

IN THE WORLD,

And intrinsically the cheapest for it is really two Machines combined in one, sold at the

## S. W. Cor. of ELEVENTH and CHESNUY

PHILADELP FIA [5 80 stathtf DR. KINKELIN, AFTER A RESIDENCE DR. KINKELIN. AFTER A RESIDENCE, and practice of thirty years at the Northwest corner of Third and Union streets, has lately removed to South ELEVENTH Street, between MARKET and CHESNUT.

His superiority in the prompt and perfect cure of all recent, chronic, local, and constitutional affections of a special nature, is proverbial.

Diseases of the skin, appearing to a hundred different forms, totally eradicated; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 8 A. M. to 9 P. M.

# OHN CRUMP

CARPENTER AND BUILDER, SHOPS: NO. 213 LODGE STREET, AN NO. 1783 CHENNUT STREET,

PHILADELPHIA

# STEAMBOAT LINES.

# BRISTOL LINE

BETWEEN NEW YORK AND BOSTON, VIA BRISTOL

For PROVIDENCE, TAUNTON, NEW BEDFORD CAPE CODE, and all points of railway communication. East and North.

The new and spicudid steamers BEISTOL and PROVIDENCE, leave Pier No. 40 NORTH RIVER, foot of canal street, adjoining Debrasses street Ferry, New York, at 5 P. M., daily, sundays excepted, connecting with steamboat train at Bristol at 4 20 A. M., arriving in Boston at 5 A. M., in time to connect with all the morring trains from that city. The most desirable and pleasant route to the White Mountains, Traveliers for that point can make direct consections by way of Providence and Worcester, or Buston, state-rooms and Tickets secured at office on Pier is New York. H. O. BRIGGS, General Manager.

FOR CAPE MAY.

On TUESDAYS, THURSDAYS, and Sai URDAYS.

The spiendid new steamer LADY OF THE LAKE, Captain INGRAM, leaving Pier 19. above Vine street, every Tuesday, Thursday, and Saturday at 918 A. M., and returning from Cape May on Monday, Wednesday, and Friday.

FARE......\$2 25. including Carriage Hire, Servation...\$1.50. ""

Children....\$1.50. ""

Season Tickets, \$10. Carriage Hire extra.

The lady of the Lake is a fine sea-boat, has hand some state-room accommodations, and is fitted up with everything necessary for the salety and comfort of passengers. GR. HUDDELL.

Office—No. 28 N. DELAWARE Avenue. [6 3045]

PHILADELPHIA AND TREN-DWIN FURREST leaves ARCH street Wharf, to Trenton, stopping at Tacony, Torresdale, Beverly, Burlington, Bristol, Florence, Robbins' Wharf, and White Hill. White Hill.

Leaves Alch Street Wharf

Eaturday, Aug. 22, 2½ P.M.

Saturday, Aug. 22, 2½ P.M.

Saturday, Aug. 22, 2½ A.M.

Saturday, Aug. 22, 6½ A.M.

Saturday, Aug. 22, 6½ A.M.

Saturday, Aug. 22, 6½ A.M.

Monday, Aug. 24, 5½ A.M.

Tuesday, 25, 6½ A.M.

Tuesday, 26, 6½ A.M.

Thursday, 27, 8 A.M.

Thursday, 27, 12 M.

Fricay, 28, 9 A.M.

Friday, 28, 1 P.M.

Fare to Trenton, 40 cents each way; interm diace places, 25 cents.

FOR CHESTER, HOOK, AND WILMINGTON-At 8 50 and 9 50 A. M. The steamer S. M. FELTON and ARIEL leave CHESNUT Street wharf (Sundays excepted) at 830 and 950 A. M., and 830 P. M., returning leave Wilmington at 650 A. M., 1250, and 250 P. M. Stepping at Chester and Hook each way.

Fare, 10 cents between all points.

Excursion tickets, 15 cents, good to return by either boat.

6314

OPPOSITION TO THE COM-Steamer JOHN SYLVESTER will make daily excursions to Wilmington (sundays excepted), touching at Chester and Marcus Hook, leaving ARCH Street wharf at 10 A. M. and 4 P. M., resurning, leave Wilmington at 7 A. M. and 1 P. M.

L. W. BURNS, Captala, DAILY EXCURSIONS .- THE partial EACURSIONS.—THE
splendid steamboat JOHN A. WARhear, neaves CHESNUT Street Woarf, Philada, at 2
o'clock and 6 o'clock P. M., for Burlington and
Bristol, touching at Riverton, Torresdate, Andainala,
and Beverly. Returning, leaves Bristol at 7 o'clock
A, M. and 4 P. M.
Fare, 25 cents each way: Excursion 40 cts. 411 tf

# INTERNAL REVENUE.

PRINCIPAL DEPOT FOR THE SALE OF

UNITED STATES REVENUE STAMPS, No. 304 CHESNUT STREET. CENTRAL DEPOT,

No. 103S, FIFTH STREET, PHILADELPHIA, (One door below Chesnut street),

ESTABLISHED A. D. 1862. Our stock comprises all the denominations printed by the Government.

ALL ORDERS FILLED AND FORWARDED BY MAIL OR EXPRESS, IMMEDIATELY UPON RE CEIPT, a matter of great importance.

Drafts on Philadelphia Post Office, Greenbacks, and National Bank Notes received in payment. The following rates of commission are allowed:-

On \$20...... TWO PER CENT From \$100 upwards. FOUR AND A HALF PERCENT The commission is payable in stamps, All orders, etc., should be addressed to

STAMP AGENCY,

No. 304 CHESNUTSTREET, PHILADELPHIA. Orders received for Stamped Checks, Drafts, Receipts, Bill-Heads, etc., and the best rates o commission allowed.

We have constantly on hand UNITED STATES POSTAGE STAMPS OF ALL KINDS, AND STAMPED ENVELOPES.

## FURNISHING GOODS, SHIRTS, &C

H. S. K. C. Harris' Seamless Kid Gloves. EVERY PAIR WARRANTED. EXCLUSIVE AGENTS FOR GENTS' GLOVES.

J. W. SCOTT & CO., NO. 814 CHESNUT STREET.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS
GCOES in full variety.
WINCHESTER & CO.,

#### No. 706 CHESNUT Street. GAS FIXTURES.

JOHN J. WEAVER. J. SELLERS PENNOCK. WEAVER & PENNOCK,
PLUMBERS, GAS AND STEAM FITTERS, NO. 37 NORTH SEVENTH STREET, Polladelphia,

Country Seats fitted up with Gas and Water, in firstclass style. An assortment of Brass and Iron Lift and Force Pumps constantly on hand LEAD BURNING AND CHEMICAL PLUMBING. N. B.—Wa er Wheels supplied to the trade and others at reasonable prices. 731 1m

A S F I X T U R E S,—

MISKEY, MERRILL & THACKARA,

NO. 718 CHESNUT Street,
manufacturers of Gas Fixtures, Lamps, etc., etc.,
would call the attention of the public to their large and
elegant assortment of Gas Chandelers, Pendanta,
Brackets, etc. They also introduce gas pipes into
dwellings and public buildings, and attend to extend
ing, altering, and repairing gas-pipes.

All work warranted.

# TRUSSES.

"SEELEY'S HARD RUBBER TRUSS."
No. 1347 CMESNUT Street. This Truss correctly applied will cure and retain with ease the most difficult rupture; always clean, light, easy, safe, and comfortable, used in bathing, fitted to form, never rusts, breaks, solis, becomes limber, or moves from place. No strapping, Hard Rubber Abdominal Supporter, by which the hothers, Corpulent, and Ladies suffering with Female weakness, will find relier and perfect support; very light, nest, and effectual. Pile Instruments Shoulder Braces, Elastic Stockings for weak limbts Suppensions, etc. Also, large stock best Leather Trusses, half usual price. Lady in attendance. "SEELEY'S HARD RUBBER TRUSS.

## SHIPPING.

CUNARD LINE OF EXTRA STEAMERS,
BETWEEN NEW YORK AND LIVERPOOL.
CALLING AT QUEENSTOWN.
FROM NEW YORK EVERY WEDNESDAY.
TRIPOLI,
Stearge tickets from Liverpool or Queenstown at For Freight and Cabin Passage, apply at No. 4 Bowling Green.
For bicerage Passage, apply at No. 69 Broadway.
E. CUNARD,

#### SHIPPING.

NORTH COMPANY. NORTH AMERICAN STEAMSHII Through Line to California via Panama

Railroad.

NEW ARRANGEMENT.

Sailing from New York on the 5th and 20th of EVERY MONTER, or the day before when these date.

EVERY MONTH, or the day before when these dates hall on Sunday.

Persage lower than by any other line.

For information address

D. N. CARRINGTON, Agent,

Pier No. 46 NORTH RIVER, New York,

Or THOMAS R. SEARLE,

No. 217 WALNUT Street, Philadelphia, Pa.

W. H. WEBE, President, UHAS, DANA, Vice Pea Office—54 EXCHANGE Place, New York, 339m PASSAGE TO AND FROM GREAT

PASSAGE TO AND FROM GREAT
BRITAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES.

DRAFTS AVAILABLE THRGUGHOUT ENGLAND, IRELAND, SCOTLAND, AND WALES,
For particulars apply to
No. 36 SOUTH Street, and No. 23 BROADWAY,
Or to THUMAS T. SEARLE,
No. 217 WALNUT Street.

NEW EXPRESS LINE TO ALEXandria, Georgetown, and Washington
D. U., via Chesspeake and Delaware Causi, with connections at Alexandria from the most direct route
for Lynchburg, Bristol, Knoxville, Nashville, Dalton
and the Southwest.

Steamers leave regularly every Saturday at noon
from the first wharf a core Market street.

Freight received daily,
WM, P. CLYDE & CO.,
No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetown.
M. ELDRIDGE & Co., Agents at Alexandria, Virgibla.

NOTICE.—FOR NEW YORK, VIA
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of this line leave DAILY
from first wharf below Marget street,
THROUGH IN 24 HOURS.
Goods forwarded by all the lines going out of New
York. North, East, and West, free of commission.
Freights received at our usual low rates.
WILLIAM P. CLYDE & CO., Agents.
No. 148. WHARVES, Philadelphia,
JAMES HAND, Agent.
No. 119 WALL Street, corner of South, New York.

PHILADELPHIA, RICHMOND
AND NORFOLK STEAMSHIP LINE,
THROUGH FREIGHT AIR LINE TO THE
SOUTH AND WEST,
EVERY SATURDAY,
At noon, from FIRST WHARF above MARKET

At BOOR, from FIRST WHARF above MARKET Street.

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Seaboard Air Line Ratiroad, conrecting at Portsmouth and to Lynchburg, Va., Tennessee and the West, via Virginia and Tennessee Air Line and Richmond and Danville Raliroad,

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

Steamships insured at lowest rates.

of transfer.
Steamships insured at lowest rates.
Freight received daily.
WILLIAM P. CLYDE & CO.,
W. P. No. 14 North and South WHARVES.
Point.
Point. Point. T. P. CROWELL & CO., Agents at Norfolk. 61

FOR NEW YORK—SWIFT-SURE
Transportation Company Despatch
a u Swit-sure Lines, via Delaware and Raritan
Canal, on and after the 18th of March, leaving daily at
12 M. and 5 P. M., connecting with all Northern and
Eastern lines. 12 M. and 5 F. M., Consider M. and 5 F. M., Co

TOR BOSTON-VIA NEWPORT AND FALL TOR BOSTON—VIA NEWPORT AND FALL

RIVER.

The BOSTON and NEWPORT LINE, by the spiendid and superior steamers NEWPORT, METROPOLIS, OLD COLONY, and EMPIRE STATE, of
great strength and speed, constructed expressiy for
the navigation of Long Island Sound, running in
connection with the OLD COLONY AND NEWPORT RAILROAD.

Leave PIER 28, NORTH RIVER, foot of MURBAY Street.

The steamer NEWPORT, Captain Brown, leaves
Monday, Wednesday, and Friday, at 4 P. M., landing
at Newport.

The steamer OLD COLONY, Captain Simmons,
leaves Tuesday, Thursday, and Saturday, at 4 P. M., Monday, Wednesday, and Friday, at 4 P. M., landing at Newport.

The steamer Old Colony, Captain Simmons, leaves Tuesday, Thursday, and Saturday, at 4 P. M., landing at Newport.

These steamers are fitted up with commodious state-rooms water-tight compartments, and every strangement for the security and comfort of passengres, who are afforded by this route a night's rest on board, and on arrival at NEWFORT proceed per railroad again, reaching Boston early on the following morning. morning.

A baggage master is attached to each steamer, who receives and tickets the baggage, and accompanies the same to its destination.

A steamer runs in connection with this line between NEWPORT and PROVIDENCE daily, Sundays ex-

NEW PORT and PROVIDENCE dualy, Sundays excepted.

Freight to Boston is taken at the same rates as by any other regular line, and forwarded with the greatest expedition by an express train, which leaves NEW PORT every morning (Sundays, excepted), at 7 o'cicek, for Boston and New Bedford, arriving at its destination about 11 A. M.

For freight or rassage, apply on board, or at the office, on PIER 28, NORT H RIVER. For state-rooms and berths apply on board, or if it is desirable to secure them in advance, apply to.

E. LITTLEFIELD, Agent,

No. 72 BROADWAY. New York,

T ONDON AND NEW YORK STEAMSHIP Passage to London direct, \$110, \$75, and \$30 currency. Excursion tickets at reduced rates available for 6 MONTHS.
ATALANTA.
BELLONA.

BELLONA,
CELLA.
WM. PENN,
Freight will be taken and through bills of lading
given to Havre, Antwerp, Rotters am, Amsterdam
and Dunkurk.
For pessage apply to ROBERT N CLARK, No. 26
BHOADWAY, New York,
For freight apply at No. 54 SOUTH street, M. Y.
2281 HOWLAND & ASPINWALL, Agenta.

SAFETY, SPEED, AND COMFORT, FURTHER REDUCTION IN PASSAGE Favorite passenger steamer of the control of the contr

FURTHER REDUCTION IN PASSAGE
RATES.
Favorite passenger steamers of the AN-HOR LINE
sail every SATURDAY with passengers for
LIVERPOOL, GLASGOW, AND DERRY,
From Pier No. 20 North River.
Rates of passage pay able in currency.
To Liverpool, Glasgow, and Derry, cabins \$90 and
\$75, according to location.
Excursion tickets, good for twelve months, \$160,
Intermediate, \$55; Steerage, \$25.
Prepaid certificates from these ports, \$35,
Prepaid certificates from these ports, \$35,
Fassengers booked to and from Hamburg, Rotterdam, Antwerp, Havre, etc., at very low rates,
For further information apply at the Company's
Office, No. 6 BOWLING GREEN, New York.
To avoid imposition, passengers will please come To avoid imposition, passengers will please come direct to the office, as this Company does not employ

ONLY DIRECT LINE TO FRANCE. THE GENERAL TRANSATIANTIC COMPANYS
MAIL STEAMSHIPS BETWEEN NEW-YORK
AND HAVRE, CALLING AT BIEFST.
The splendid new vessels on this favorite routs for
the Continent will sail from Pier No. 50 NORTH 

These steamers do not carry steerapepassengers,
Medical attendance free of the rige.
American travelers going to or resurning from the
Continent of Europe, by taking the sceamers of this
line, avoid unnecessary risks from transit by English
rallways and crossing the channel, besides saving
time, trouble, and expense.

GEO, MACKENZIE, Agent,
226†
No. 55 BROADWAY,

LIVERPOOL AND GREAT WESTERN STEAM The following FIRST CLASS IRON STEAMSHIPS built expressly for the New York trade, are intended to sail regularly between NEW YORK and LIVER POOL, calling at QUEENSTOWN, viz:—
MANHATTAN, MINNESOTA, COLORADO, with other first-class steamers building. From Pier No. 37 East River.
Tickets to bring out passengers from Europe can
be obtained on reasonable terms. For freight or pas-

Bage apply to WILLIAMS & GUION, No. 71 WALL Street WILLIAMS & GUION, No. 29 BROADWAY.

# WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO. DIAMOND BEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARK. WATCHES and JEWELRY REPAIRED. 802 Chestnut St., Phila-

Would invite particular attention to their large and elegant assortment of

LADIES' AND GENTS' WATCHES of American and Foreign Makers of thefinest quality, in Gold and Sliver Cases.

A variety of Independent & Second, for horse timing.

Ladler' and Gents' CHAINS of latest styles, in 14

BTTTON AND EYELET STUDS in great variety-newest patterns. SOLID SILVERWARE

for Bridal presents; Plated-ware, etc.

Repairing done in the best manner, and warranted.

#### WEDDING RINGS.

We have for a long time made a specialty of Solid 18-Karat Fine Gold Wedding and Engagement Rings,

Ard in order to supply immediate wants, we keep A FULL ASSORTMENT OF SIZES always on band, FARR & BROTHER.

11 Hamtblep] No. 324 CHESNUTSt., below Fourth. SPECIAL NOTICE.

UNTIL SEPTEMBER 1, 1868,

I WILL CLOSE DAILY AT 5 P. M.

Importer and Dealer in French Clocks, Watches Fine Jewelry, and Silver Ware,

No. 22 North SIXTH Street, PHILADELPHIA.

G. W. RUSSELL,

STOVES, RANGES, ETC. NOTICE.-THE UNDERSIGNED

NOTICE.—THE UNDERSIGNED

would call attention of the public to his

NEW GOLDEN EAGLE FURNACE.

This is an entirely new heater. It is so constructed as to at once commend itself to general favor, being a combination of wrought and cast from it ight; self-cleaning, having no pipes or drums to be taken out and cleaned. It is so arranged with upright flues as to produce a larger amount of heat from the same weight of Loal than any furnace now in use. The hygrometric condition of the air as produced by my new arrangement of evaporation will at once demonstrate that it is the only Hot Air Furnace that will produce a perfeculy healthy atmosphere.

Those in want of a combiete Heating Apparatus would do well to call and examins the Golden Eagle, CHARLES WILLIAMS,

Nos. 1132 and 1134 MARKET Street,

Philadelphia.

A large assortment of Cooking Barges Fireboard.

A large assortment of Cooking Ranges, Fire-boar Stoves, Low Down Grates, Vendlators, etc., alway N. B.—Jobbing of all kinds promptly done. 5102

ENGINES, MACHINERY, ETC. FENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY.

BOILER WORKS.—NEAFIE & LEVY.

MACHINISTS. BOILER MAKERS, B LAOK.

SMITHS, and FOUNDERS, having for many years been in successful open ation, and been exclusively engaged is building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propeliers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds, Iron and Brass Castings of all sizes and kinds, Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for

the establishment have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc. for rabing heavy or light weights.

JACOB C. NEAFIE,

JOHN P. LEVY,

8 11 BEACH and PALMER Streets.

SIP BEACH and PALMER Streets.

J. VAUGHN MERBICK, WILLIAM H. MERBICK

OUTHWARK FOUNDRY, FIFTH AND

WASHINGTON Streets.

PHILADELPHIA,

MERRICK & SONS,

[ENGINEERS AND MACHINISTS,

manufacture High and Low Pressure Steam Engines

for Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either iron or brass.

Iron Frame Roots for Gas Work, Workshops, and

Raliroad Stations, etc.

Retoris and Gas Machinery, of the latest and most
improved construction.

Every description of Piantation Machinery, also

Sugar, Saw, and Grist Mills, Vacuum Pans, Oil

Steam Trains, Defecators, Filters, Pumping, Engines, etc.

Sole Agents for N. Billenn's Patent Sugar Boiling gines, etc.
Sole Agents for N. Billeux's Patent Sugar Boiling
Apparatus, Nesmyth's Patent Steam Hammer, and
Aspinwall & Woolsey's Patent Centrifugal SugarDraining Machines.

# PAINTED PHOTOS.

NEW THING IN AR ?.-BERLIN PAINTED PHOTOS,

A. S. ROBINSON, No 9:0 CHESNUT Street Has just received a superb collection of

BERLIN PAINTED PHOTOGRAPHS OF FLOWERS. They are exquisite gems of art, rivalling in besty, naturalness of tint, and perfection of form a geat variety of the choicest exotic flowering plants. They are mounted on boards of three sizes, and sold fam

For framing and the album they are incomparaly beautiful. DENNSYLVANIA HOSPITAL. The attending Managers are:

S. Morris Wain. No. 1.5 South Delaware avenue.
Attending Physician—Dr. J. M. Da Costa, No. 105 Spruce atrest.
Attending Surgeons—Dr. Addineil Hewson, No.35
South Fitteenth street; Dr. D. Hayes Agnew, N 16 North Eleventh street.

The Physicians and Surgeons attend at the Hiphtal every day (Sundays excepted), for receive spitcatics for admission.

Fersons seriously injured by accident are alays admitted if brought to the Hospital immedialy thereafter.

25 cents to \$3 and \$4 each.

WOODLANDS CEMETERY COMPAY
The following Managers and Officers ave
been elected for the year 1865;—
ELI E. PRICE, President.
Wm. B. Moore, Wm. W. Keen,

Wm. H. Moore, Wm. W. Keen,
Samuel S. Moon, Ferdinand J. Dreer
Gillies Ballett, George L Buzby,
Edwin Greble, B. A. Knight,
Feoretaly and Treasurer—JOS. B. TOWNSEN,
The Managera have passed a resolution requi The Managers have passed a resolution requing both Lotholders and Visitors to present tickets who entrance for admission to the Cemetery, Tiets may be had at the Office of the Company, Neits ARCH Street or of any of the Managers.

#### FITLER, WEAVER & CC. MANUFACTURERS OF

MANILLA AND TARRED CORDAGE, CORB TWINES, ETC., No. 23 North WATER Street, and

#### No. 22 North DELAWARE Avenue. PRILADELPHIA. EDWIN H. FITLES, MICHAEL WEAVE, CONRAD F. CLOTHIER. 21

WIRE CUARDS, FOR STORE FRONTS, ASYLUMS, PAG TORIES, ETC. Patent Wire Balling, Iron Bedsteads, Grnament Wire Work, Paper Makers' Wires, and every variet

of Wire Work, manufactured by M. WALKER & SONS, No 11 Morth SIXTH Sarest